

CHAPTER 3 FLEET DISTANCE AND VEHICLE OPERATIONAL WEIGHT REQUIREMENTS

3.000 Introduction

The distance section of Schedule A/B determines the jurisdictions that will be qualified for IRP registration and the distance percentages that will be used to calculate the fees due in each qualified jurisdiction. Fees for individual vehicles are determined based on the gross vehicle weight (GVW) and combined gross vehicle weight (CGVW) of the power vehicles as declared by the applicant on Schedule C. This chapter details the specific requirements for determining the fleet distance and qualified vehicle weights. Samples of the Schedules A/B and C are contained in Chapter 13. ***Review this chapter thoroughly before completing the forms.***

3.005 Determining Distance (IRP Article II, Section 238)

Fleet distance for fleets that have interstate travel history is always determined based on the ***historical*** distance generated by the power units that were part of the interstate fleet during the distance reporting period of **July 1 – June 30** (fiscal year) preceding the current calendar registration year. Distances generated under trip permits must be reported as actual miles.

Example: *To determine fleet distance for the 2008 registration year, report distance from July 1, 2006, through June 30, 2007.*

All vehicle distance (intrastate and interstate, loaded and empty, deadhead and bobtail, or trip permit) must be reported. Reportable distances include all off-highway distance and any distance generated by apportioned units leased to other carriers and individuals (see Chapters 9 and 10 for information on record keeping requirements and common reporting errors).

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3.010 Fleets with an Established History

Original applications for fleets with an established pattern of interstate operation shall state the actual distance data in all jurisdictions for the distance reporting period (July 1 through June 30) with respect to the vehicles registered, or the fleet, as appropriate.

Examples requiring the use of distance history include:

IRP fleets previously based in another IRP member jurisdiction that have moved their IRP base registration to California.

or

A first-time apportioned carrier with interstate experience based on trip permits or dual intrastate registration.

or

Vehicle moved from one fleet to another fleet

or

Fleets are combined.

When distance history is available for use, disclose the reason and basis for the distance data used on the Schedule A/B.

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3.015 Fleets with No Interstate Travel History

Original IRP applicants that have no interstate travel history and second year registrants that first filed their original California IRP application on or after **April 1** of the previous registration year will qualify for IRP operation using estimated distances. ***Mileage can never be estimated in the third or subsequent year of IRP registration.***

Registrants that have no distance history in one or more jurisdictions must report estimated distances using one of the following methods:

Method #1: Use the distances shown on the “California Estimated Distance Chart” on the following page. If you choose to use the distances shown on the “California Estimated Distance Chart”, no substantiation of the distance estimates will be required.

or

Method #2: Calculate realistic estimated distances in the jurisdictions in which you anticipate travel by identifying points of departure and destination, routes of travel, frequency of trips, and any other factors that will determine the in-jurisdiction miles for each qualified jurisdiction. If you choose to calculate your own distance estimates, you must submit a detailed description identifying all of the factors named above that were used to determine the estimated distances and the calculated distance for each proposed movement. The Department may reject estimated distances that do not appear to be realistic. If the customer’s estimates are rejected, the mileage shown on the “California Estimated Distance Chart” will be used to establish the California and foreign jurisdiction estimated distances.

Note:

The first time that a jurisdiction is added to a renewal or initial application, estimates will be allowed. First year estimates are to be within the 100%. For subsequent year, reporting of the same jurisdiction without actual mileage will be considered above 100% provided the operation of the fleet was more than 90 days.

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3.20 California Estimated Distance Chart:

Jurisdiction	Distance	Jurisdiction	Distance
AL	230	NL	10
AB	43	NB	10
AZ	6,324	NH	10
AR	625	NJ	182
BC	26	NM	2,318
CA	43,489	NY	167
CO	469	NC	159
CT	97	ND	15
DE	16	NS	10
DC	10	OH	462
FL	360	OK	1,107
GA	249	ON	89
ID	267	OR	2,328
IL	478	PA	595
IN	398	PE	10
IA	294	QC	10
KS	192	RI	14
KY	99	SK	19
LA	297	SC	100
ME	13	SD	25
MB	10	TN	924
MD	98	TX	3,814
MA	89	UT	946
MI	98	VT	15
MN	37	VA	587
MS	180	WA	1,045
MO	510	WV	74
MT	87	WI	49
NE	419	WY	523
NV	2,740	Total	73,861

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3.025 How IRP Jurisdictional Distance Percentages are Determined and Computed by DMV

In-jurisdiction distance for each IRP qualified jurisdiction are divided by the total fleet distance and carried out three places beyond the decimal to determine the distance percentage that will be assigned to each qualified IRP jurisdiction.

Although the registrant is required to report all actual in-jurisdiction distance, the following will be deducted from the grand total distance by the Department before computing the distance percentages to be assigned to each qualified IRP jurisdiction:

- Mexico distance
- Alaska distance
- Distance for any IRP jurisdiction in which the registrant has historical distance but for which the registrant is not requesting IRP qualification in a renewal year.

Example:

This carrier generated distance as follows in the distance reporting period of July 1, 2006 - June 30, 2007:

California	35,563 [23.408]	Arizona	7,682 [5.056]
Oregon	10,361 [6.820]	Utah	5,928 [3.902]
Washington	8,567 [5.639]	Colorado	9,853 [6.485]
British Columbia	11,963 [7.874]	New Mexico	7,564 [4.979]
Alaska	9,682 [6.373]	<u>Texas</u>	<u>37,928 [24.964]</u>
Nevada	6,837 [4.500]	Total Distance	151,928 [100%]

Just prior to renewing the IRP fleet registration in December 2007, this carrier elects to discontinue fleet operations in those jurisdictions north of California. The carrier reports the distance shown above on the Schedule A/B but indicates that IRP qualification is not desired in Oregon, Washington, and British Columbia. Therefore his 2008 license year distance will be calculated by DMV as follows:

California	35,563 [34.026]
Arizona	7,682 [7.350]
Utah	5,928 [5.672]
Colorado	9,853 [9.427]
New Mexico	7,564 [7.237]
<u>Texas</u>	<u>37,928 [36.288]</u>
Total Distance	104,518 [100%]

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3.025
(cont'd)

How IRP Jurisdictional Distance Percentages are Determined and Computed by DMV (Continued)

Important: Refer to the distance schedule side of Schedule A/B (mileage schedule). The check box immediately in front of each jurisdiction are intended to be checked (✓), X'd, or marked in some way by the registrant if IRP qualification **is desired** in that jurisdiction. If the box is checked, **the registrant must enter an actual or estimated mileage figure.** The box should be left blank if IRP qualification is **not desired** in that jurisdiction.

Failure to properly indicate qualification or non-qualification in IRP jurisdictions is one of the most common reporting errors and registrants should pay careful attention to and appropriately mark these boxes to ensure proper recording and fleet registration.

The "Est" box after the jurisdiction name must be checked (✓), X'd, or marked with an "E" if the distance reported is estimated.

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3.030 Expanding Fleet Operations into Additional IRP Jurisdictions

The addition of a new IRP jurisdiction **after the filing of an original or renewal IRP application** in the current license year is commonly referred to as a “jurisdiction add” application.

IRP registrants may elect, at any time, to expand their fleet operations into or through one or more IRP jurisdictions in which they have no previous operational history and that were not previously qualified for IRP registration. Regardless of when the registrant chooses to qualify the fleet in the added jurisdiction(s), the distance percentage calculated for the additional jurisdiction(s) will be computed ***above 100% of the total distance previously reported on the original or renewal application.***

Refer to Chapter 3, Section 3.015 for acceptable methods of determining estimated mileage in added jurisdictions.

EXAMPLE

An existing fleet owner reports actual distance as follows:

California	16,287 [50.765]
Nevada	2,371 [7.390]
Oregon	5,864 [18.278]
Arizona	3,748 [11.682]
New Mexico	<u>3,813 [11.885]</u>
TOTAL DISTANCE 32,083 [100%]	

The owner now wants to operate the fleet in Texas and uses the Texas estimated distance of 3,814 miles as shown on the “California Estimated Distance Chart”. The estimated Texas distance is added to the original total fleet distance resulting in a new total fleet distance of 35,897.

The Texas distance 3,814 divided by the new total (35,897) equals 10.62% of full Texas fees due. This amount is in addition to fees already paid in the original jurisdictions and results in a combined total of 110.62% of total jurisdiction fees assessed.

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3.030 Expanding Fleet Operations Into Additional IRP Jurisdictions – (cont'd) (Continued)

If the registrant had distance history in the added jurisdiction(s) during the previous distance reporting period but elected not to apportion register the fleet in that jurisdiction(s) at the time of renewal, the actual distance generated in that IRP jurisdiction(s) must be reported, at a minimum, on the jurisdiction(s) add application. The jurisdictional distance percentages for the previously qualified jurisdictions will not be altered and the ***distance percentage(s) for the added jurisdiction(s) will be computed over the original accumulated 100% distance*** as explained in the preceding sections.

Registrants may elect to operate in the added jurisdiction(s) under permits in lieu of IRP registration. Contact each jurisdictional authority office about appropriate permits. Contact address and telephone numbers for all IRP jurisdictions are available at the IRP, Inc. website link at irponline.org.

Records for miles operated under permits must be retained and reported like any other mileage.

3.035 Contiguous Distances

All reported actual or estimated distances must, with rare exception, reflect contiguous travel. Registrants that have legitimate non-contiguous operations must submit a Statement of Facts explaining the nature of the non-contiguous travel.

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3.040 Foreign Jurisdiction Declared Jurisdictional Weights – Schedule C

All IRP member jurisdictions assess registration fees to power vehicles based upon the declared gross vehicle weight (GVW) or combined gross vehicle weight (CGVW) of the vehicle operated singly or in combination with any and all trailers pulled. Many jurisdictions assess registration fees to buses based on the number of seats, including the driver's seat.

IRP registrants must declare the GVW or CGVW that each power unit will operate in each jurisdiction. A weight decal will be required for each power unit (Refer to Chapter 3 of the IRP Handbook, Section 3.050).

The weight declared will be used to calculate jurisdictional fees due and will be the basis for vehicle weight enforcement in each IRP jurisdiction. Vehicles operated in excess of the declared gross vehicle weight as shown on the cab card are subject to violation and citation in the IRP jurisdiction(s) where the declared weight is exceeded.

If the Schedule C box indicating "Maximum weight all jurisdictions" is marked, the cab cards for the power unit(s) will be issued indicating 80,000 lbs. GVW or CGVW in all jurisdictions except Alberta, Canada (90,000 lbs.).

Weights higher than 80,000 lbs. may be entered on a Schedule C, but if the weight requested is higher than a jurisdiction's statutory maximum operating weight, only the highest allowable weight is printed on the cab card.

Many jurisdictions allow for the operation of vehicles over the maximum weight, but additional requirements may be required for overweight permits. You must check with each jurisdiction individually for their overweight permit requirements. A Jurisdictional Weight Chart is available in Section 3.070. Addresses and telephone numbers for all IRP jurisdictions are available at the IRP, Inc. at irponline.org.

Vehicles qualifying at differing weights must be entered on the reverse of the Schedule C form. Failure to properly indicate weight information on Schedule C will result in qualification at the maximum weight in each qualified IRP jurisdiction. California will not refund foreign jurisdiction weight fees under any circumstances.

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3.045

California Declared Jurisdictional Weights – Schedule C

California Weight Declaration: California has a two separate weight fee structures: Unladen Weight/Gross Vehicle Weight.

- a) Vehicles that will operate singly or in combination with trailers at 10,000 gross vehicle weight (GVW), combined gross vehicle weight (CGVW) or less are assessed Unladen Weight fees. For vehicles to be registered in this category, enter the unladen weight on Schedule C or the renewal “Jurisdictional GVW or CGVW Corrections Page” and show “U” as the California weight indicator. Vehicles so registered will indicate California maximum weight of 10,000 lbs. in the jurisdictional weight grid on the cab card.
- b) Vehicles that will operate singly without trailers at 10,001 GVW or more are assessed Gross Vehicle Weight fees. For vehicles to be registered in this category, enter the maximum gross vehicle operating weight on Schedule C or the renewal “Jurisdictional GVW Corrections Page” and show “G” as the California weight indicator. Vehicles so registered will indicate the declared gross weight in the jurisdictional weight grid on the cab card.
- c) Vehicles that will operate in combination with trailers at 10,001 CGVW or more are assessed Gross Vehicle Weight fees. For vehicles to be registered in this category, enter the maximum combined gross vehicle operating weight on Schedule C or the renewal “Jurisdictional CGVW Corrections Page” and show “C” as the California weight indicator. Vehicles so registered will indicate the declared combined gross weight in the jurisdictional weight grid on the cab card.
- d) Pair of weight decals and a year sticker are required to be displayed on each commercial vehicle subject to weight fees pursuant to CVC Section 9400.1. For original and supplement IRP applications, each will receive a pair of weight decals and a year sticker, at a fee of \$3 for each vehicle. For each renewal application, each commercial vehicle will receive, at a fee of \$3, a pair of weight decals and current year sticker to place on existing weight decals. The weight decals reflect the top of the weight range (in thousands from 10,001 to 80,000 lbs) of the declared gross weight or gross combined operating weight reported to the department (Refer to Chapter 3, Section 3.060, California CVRA Weight and Weight Decal)

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3.050 Individual Vehicle Weight Increases

If one or more vehicles within the fleet require operation in California or any other qualified IRP jurisdiction at a weight greater than originally registered, the registrant may file a weight increase application.

California and foreign jurisdiction fees for each affected vehicle will be assessed based on the difference between the original registered lower weight and the increased weight (Refer to Section 3.045 (d)).

To apply for a vehicle weight increase, submit a Schedule C with the "Vehicle Weight Increase" box marked. Refer to Fees for California Vehicle Weight Increase/Decrease Applications, Chapter 7, Section 7.090 for specific fee calculation and payment instructions for weight increase applications.

3.055 Individual Vehicle Weight Decreases

If one or more vehicles within the fleet require operation in California or any other IRP jurisdiction at a lesser weight than originally reported, the registrant will be required to file a weight decrease application. **Refunds for fees paid at the previously reported higher weight will not be issued.**

The cab card for each power unit requiring the weight decrease must be surrendered to the department at the time of the request.

To apply for a vehicle weight decrease, submit a Schedule C with supplement type "Weight Group Change" shown in the "Supplement #" space and the associated vehicle and weight data in their respective spaces. The fees due include a \$2 cab card fee per vehicle, a \$2 application fee and \$3 weight decal fee per vehicle (if weight range changes). Refer to Chapter 3, Section 3.045 (d).

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3.060

California CVRA Weight and Weight Decal

Gross Vehicle Weight Range	Weight Decal
10,001 – 15,000	15
15,001 – 20,000	20
20,001 – 26,000	26
26,001 – 30,000	30
30,001 – 35,000	35
35,001 – 40,000	40
40,001 – 45,000	45
45,001 – 50,000	50
* 50,001 – 54,999	54
55,000 – 60,000	60
60,001 – 65,000	65
65,001 – 70,000	70
70,001 – 75,000	75
75,001 – 80,000	80

Note: The weight decal will reflect the top of the weight range (in thousands) of the declared gross weight or gross combined operating weight reported to the department at the time of registration or when a weight change is reported.

*** Decals showing “54” are valid for a vehicle operating up to 54,999 GVW/CGVW.**

3.065

Weight Variance Requirement (IRP Article V, Section 508)

The registered weight of a fleet vehicle shall not vary more than ten percent (10%) from the highest to the lowest weight.

Example: If a carrier wishes to register a vehicle at 80,000 pounds in state A, then the lowest weight that vehicle may be registered in state B is 72,000 pounds ($80,000 \text{ lbs} \times 10\% = 8,000 \text{ lbs}$; $80,000 \text{ lbs} - 8,000 \text{ lbs} = 72,000 \text{ lbs}$).

Exception: An exception to the 10% variance rule requires supporting evidence (Statement of Facts), stating the actual condition that causes the maximum operating weight to vary by more than 10%.

Example: A vehicle is registered in Montana at 106,000 pounds, because triple trailers are allowed in that jurisdiction, but the vehicle is registered at 80,000 pounds in the other jurisdictions.

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3.070

Jurisdictional Maximum Gross Weights

Jurisdiction	Max. Operating Weight (in lbs. unless labeled otherwise)	Max. Cab Card Weight (in lbs. unless labeled otherwise)	Exceptions / Conditions	Overweight (OW) Permits Cab Card Changed to reflect OW permit/no change to cab care
Alabama	*80,000	QUAL	*Overweight permit over 80,000 lbs.	Cab Card changed to reflect "QUAL" for anything over 80,000 lbs.
Alberta	139,992	139,992		No change to cab card
Arizona	*80,000	*80,000	*Overweight permit over 80,000 lbs.	
Arkansas	80,000	80,000		No change to cab card
British Columbia	141,100	139,994 lbs / (63,500 kg)		Permit is needed, no change to cab card
California	*80,000	80,000	*Without overweight permit	No change to cab card
Colorado	*85,000	80,000	*Without overweight permit	
Connecticut	None	*None	*80,000 lbs. with overweight permit	Cab card changes to reflect OW permit
Delaware	80,000	80,000		Permit is needed, no change to cab card
District of Columbia	80,000	80,000		
Florida	80,000	80,000		
Georgia	80,000	80,000		
**Idaho (see page 3-16)	105,000 *129,000 (pilot project only – not allowed on interstates) (Operating under the pilot project with reducible loads, requires a separate pilot project permit and being registered for the max legal weight up to 129,000)	106,000 unless operating under the pilot project then max of 130,000 (Idaho registers in 2,000 pound increments which may be more than you can legally haul. (Do not register for more than 106,000 unless you have permission and permits to operate under the pilot project)	Exceeding 80,000 on the interstate with reducible loads, requires an annual excess weight permit and being registered for the maximum legal weight. Exceeding 80,000 on the non-interstate highways with reducible loads, requires being registered for the max legal weight but no excess weight permit is required.	Cab card changed to reflect permit weight

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Jurisdiction	Max. Operating Weight (in lbs. unless labeled otherwise)	Max. Cab Card Weight (in lbs. unless labeled otherwise)	Exceptions / Conditions	Overweight (OW) Permits Cab Card Changed to reflect OW permit/no change to cab care
Illinois	80,000	80,000		
Indiana	80,000	80,000		Permit is needed, no change to cab card
Iowa	No Maximum	Unlimited		Requires increase in registration to be reflected in registration documents
Kansas	*85,500	*85,500	*Max 80,000 lbs. on KS Interstate System	Cab card does not change, must be registered for 85,500 to purchase OW permit
Kentucky	*80,000	80,000	*Special permit over 80,000 lbs.	
Louisiana	88,000	88,000	83,400 lbs – Interstate 88,000 lbs. – Non-interstate	Weights must be reflected on the cab card (83,400 lbs. for Interstate and 88,000 lbs. for non-interstate in order to qualify for an overweight permit.
Maine	100,000	100,000		Cab card does not change
Manitoba	137,770 lbs or 62,500 kg	137,770 lbs or 62,500 kg		Cab card does not change
Maryland	80,000	80,000		
Massachusetts	None	None	Over 80,000 lbs. with overweight permit	Permit is needed, no change to cab card
Michigan	160,001	160,001		Permit is needed, no change to cab card
Minnesota	*80,000	Unlimited	*Overweight permit over 80,000 lbs.	Requires the cab card to reflect the weight of the OW permit as well as have an OW permit.
Mississippi	80,000	80,000		Cab card does not change
Missouri	80,000	80,000	*Overweight permit over 80,000 lbs.	No change is needed on cab card
Montana	*132,000	132,000		
Nebraska	94,000	94,000		Cab card does reflect the OW up to 94,000 lbs and a permit is also required
Nevada	129,000	80,000		Cab card must reflect 80,000 lbs. to be legal with an OW permit. Cab card does not change if reflecting 80,000 lbs.

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Jurisdiction	Max. Operating Weight (in lbs. unless labeled otherwise)	Max. Cab Card Weight (in lbs. unless labeled otherwise)	Exceptions / Conditions	Overweight (OW) Permits Cab Card Changed to reflect OW permit/no change to cab care
Newfoundland and Labrador	No Information			
New Brunswick				
New Hampshire	*80,000	80,000	*Overweight permit over 80,000-pounds	
New Jersey	80,000	80,000		Permit is needed, no change to cab card
New Mexico	86,400	80,000		
New York	*None	None	*Overweight permit over 80,000 lbs.	Cab card changed to reflect OW permit
North Carolina	80,000	80,000	Overweight permit over 80,000 lbs.	No change to cab card
North Dakota	105,500	105,500		No change to cab card
Nova Scotia				
Ohio	80,000	80,000		
Oklahoma	90,000	90,000	*Annual permit required over 80,000 lbs.	
Ontario				
**Oregon (see below)	*105,500	105,500	*Special permit over 80,000 lbs.	No change to cab card
Pennsylvania	80,000	80,000		
Prince Edward Island	137,788 lbs. /62,500 kg	137,788 lbs. /62,500 kg	Overweight permits are issued for indivisible loads. Carriers must apply. Permits not issued for divisible loads, carrier fined and must off-load excess weight.	No change to cab card needed.
Quebec			*Reminder: registration based on the number of axles *Overweight permit needed over 137,500 lbs. / 62,500 kg.	
Rhode Island	80,000	80,000		No change to cab card, separate permit of OW
Saskatchewan	137,787	137,787		
South Carolina	80,000	80,000		
South Dakota	*None	*None	*Must meet SD bridge weight laws. Overweight permit required over 80,000 GVW on interstate.	Cab card changed and permit required.

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Jurisdiction	Max. Operating Weight (in lbs. unless labeled otherwise)	Max. Cab Card Weight (in lbs. unless labeled otherwise)	Exceptions / Conditions	Overweight (OW) Permits Cab Card Changed to reflect OW permit/no change to cab care
Tennessee	80,000	80,000		
Texas	80,000	80,000		Does not require amendment to original cab card
Utah	*129,000 *None	80,000	*On divisible loads w/overweight permit. *On non-divisible loads w/overweight permit.	No change to the cab card, separate permit is issued for carrier to carry.
Vermont	80,000	80,000		
Virginia	80,000	80,000		Separate permit required. No change on cab card.
Washington	105,500	105,500		
West Virginia	80,000	80,000		
Wisconsin	80,000	80,000		
Wyoming	117,000	117,000	Overweight permit over 117,000 lbs.	No change to cab card

****Oregon:** The only time trucks are allowed into Oregon without credentials is when the truck's route goes straight (no pickups or deliveries) to a Port of Entry during the Port's registration office hours.

**** Idaho:** Vehicles hauling non-reducible loads are not required to register for the maximum weight they will be hauling. They must purchase an overweight permit (annual or single trip) when exceeding the legal axle and/or gross weights allowed and operating on interstate and non-interstate highways.